**Appendix B**

**Net Power Cost Adjustments**

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| Item | Issue | Proposed Company Adjustment[[1]](#footnote-1) | Proposed Staff Adjustment | Proposed ICNU Adjustment |
|  | Adjustments Accepted in Whole in the Company’s Rebuttal Testimony |
| 1 | Commitment Logic Screens(ICNU 2) | $239,639 | N/A | $973,338 |
| 2 | SMUD Contract Sales (ICNU 6) | $19,039 | N/A | $19,039[[2]](#footnote-2) |
| 3 | Inter-hour Wind Integration for Non-Owned Resources(Staff G, ICNU 12) | $220,983 | $317,028[[3]](#footnote-3) | $316,894 |
| 4 | Adjustments Accepted in Part in the Company’s Rebuttal Testimony |
| 5 | PACE Transmission Cost(ICNU 8) | $12,836 | N/A | $12,889[[4]](#footnote-4) |
| 6 | Non-firm Transmission(ICNU 10) | -$274,089 | N/A | $159,576 |
| 7 | Modeling of Intra-Hour Wind Integration(ICNU 11) | $124,445 | N/A | $124,913 |
| 8 | Colstrip Planned Outage Schedule(ICNU 16) | $119,286 | N/A | $119,286[[5]](#footnote-5) |
| 9 | SCL Stateline Termination (Staff B, ICNU 5) | $349,229 | $471,416 | $878,014 |
|  | Fully Contested Adjustments |
| 10 | GRID Arbitrage Margins (Staff A, ICNU 1) | N/A | $527,315 | $585,874 |
| 11 | Eastern Market Modifications (ICNU 3 and 4) | N/A | N/A | $502,308 |
| 12 | Colstrip Wheeling Expense (ICNU 7) | N/A | N/A | $45,691 |
| 13 | Idaho Point-to-Point Contract (Staff F, ICNU 8) | N/A | $351,118 | $351,099[[6]](#footnote-6) |
| 14 | DC Intertie (Staff E, ICNU 9) | N/A | $1,057,187 | $1,057,130 |
| 15 | OATT Wind Integration Charges (Staff G, ICNU 13-15) | N/A | $903,793[[7]](#footnote-7) | $506,607 |
| 16 | Colstrip Outage (Staff D, ICNU 17) | N/A | $342,889 | $376,492 |
| 17 | Bridger Plant Fuel Derations (ICNU 18) | N/A | N/A | $650,958 |
| 18 | Hermiston Planned Outage Schedule(ICNU 16) | N/A | N/A | $310,427[[8]](#footnote-8) |
| 19 | SMUD Delivery Pattern(Staff C, ICNU 6) | N/A | $554,460 | $439,484[[9]](#footnote-9) |
| 20 | Minimum Loading and Deration(ICNU 19) | N/A | N/A | $299,897 |

1. All amounts are Washington-allocated. [↑](#footnote-ref-1)
2. ICNU 6 does not identify the impact of limiting the energy-take of SMUD to 346,400MWh/year. As a result, the value is approximated from the Company’s run, given that the Company applied the same methodology as ICNU stated. [↑](#footnote-ref-2)
3. The value is developed based on Staff Exhibit APB-6, by taking 22.18% of the total Inter-Hour Cost of $1,429,342. [↑](#footnote-ref-3)
4. The value is developed based on the workpaper that supports ICNU 8. [↑](#footnote-ref-4)
5. ICNU 16 does not identify the impact of moving planned outage schedule for Colstrip 4 only. As a result, the value is approximated from the Company’s run, given that the Company applied the same methodology as ICNU stated. [↑](#footnote-ref-5)
6. This is ICNU 8, excluding PACE Transmission Cost listed as item 5. [↑](#footnote-ref-6)
7. This is Staff Exhibit APB-6, excluding Inter-Hour Cost listed as item 3. [↑](#footnote-ref-7)
8. This is ICNU 16, excluding the impact of moving the planned outage for Colstrip 4 listed as item 8. [↑](#footnote-ref-8)
9. This is ICNU 6, excluding the impact of limiting SMUD energy-take to 350,400MWh/year listed as item 2. [↑](#footnote-ref-9)